Section 6: Debris Collection and Hauling Operations

This section provides information on disaster debris response and recovery operations, including debris estimation, debris collection, and the establishment of Debris Management Sites.

6.1 Damage Assessment and Debris Estimates

Damage assessment is the process of gathering information about the locale, type, and severity of damage sustained. For unincorporated King County, the damage assessment process is included in the *King County Comprehensive Emergency Management Plan* (CEMP).

The King County Solid Waste Division (KC SWD) assesses damage at its facilities and determines the need for repairs and effects on services. Debris Management Estimators authorized by the Washington State Emergency Management Division may identify estimated debris volumes and geographic distribution. In addition, the Geographic Information System (GIS) is used to assist in estimating debris volumes in unincorporated and incorporated King County.

6.2 Debris Clearance and Removal Guidelines

King County has developed the following guidance for prioritizing debris removal:

1. Life Safety
2. Situation Stabilization
3. Environmental Protection
4. Property Protection
5. Economic Stability

These guidelines will dictate planning, response, and recovery during debris-causing events.

6.3 Debris Removal Priorities

King County has developed priorities for debris clearance. Circumstances, such as crime scene preservation and accident investigation, may require a delay of debris clearing during disaster operations until approval can be obtained from local or federal law enforcement officials.

1. **Clear Emergency Access Routes – Lifelines.** Lifelines are those routes in a traffic network that provide access for emergency responders, alternate and evacuation routes, and damage assessment routes. Lifelines include areas identified for potential staging, temporary shelters, and other resources available in the community that

support emergency response. King County will work closely with neighboring cities and counties to identify priorities for clearing emergency access routes.

2. **Clear Access to Critical Facilities and Infrastructure.** Critical facilities and infrastructure are physical or virtual assets, systems, and networks that are so vital that their incapacitation or destruction would have a debilitating effect on King County's security, economic security, public health, or safety. These facilities typically include hospitals, fire stations, police stations, and emergency operation centers, as well as cellular and landline telephone services, drinking water and power utilities, and wastewater and solid waste facilities.
3. **Clear Major Freeways or Arterial Routes.** Major freeways and arterial routes are portions of the public transportation network that are needed to aid in response and recovery operations, but may not have been cleared as an emergency access route. Although clearance of major freeways is the responsibility of the state of Washington, King County will clear arterial routes within unincorporated King County in accordance with established King County Department of Transportation (KC DOT) priorities.
4. **Clear Areas Necessary for Movement of Goods and Services/Economic Restoration.** These areas include those portions of the public transportation network necessary for effectively transporting goods and services throughout the region that are not included in one of the previous categories. These may include access to warehouses, airports, seaports, and major business districts.
5. **Clear Minor Arterial Routes.** These routes include those portions of the public transportation network that receive moderate traffic flows, but are not included in one of the previous categories.
6. **Clear Local Routes.** These areas include those portions of the public transportation network in residential neighborhoods that are not included in one of the previous categories.

6.4 Debris Operations

Debris-clearing and removal operations focus predominately on public roads and other critical infrastructure. They are prioritized based on the methodology listed in Section 6.3 of this plan.

Debris Clearance

Initial debris clearance will focus on removing debris from public property based on the priorities listed in Section 6.3. In extreme circumstances, additional debris clearance from private or commercial property may be authorized if the debris presents a severe health or safety risk to the community.

Appendix P, Existing Contracts and Pre-approved Contractors, lists additional resources that can be used to clear and haul disaster debris following an event. Items to be considered during debris clearance and collection include the following:

- **Debris composition:** Whenever possible, action will be taken to prevent or reduce commingling of recyclable and non-recyclable materials during debris collection operations.
- **Location of debris:** In Washington State, debris removal is the legal responsibility of the property owner. Therefore, King County's Debris Management Plan focuses on the removal and disposal of disaster debris from county-operated roads and other county-owned or operated facilities. Debris clearance on private property is not allowed by state law without the written permission of the property owner and is usually not a reimbursable expense from the Federal Emergency Management Agency (FEMA). However, removal of disaster debris from private commercial or residential property may occur as described in Section 8, Private Property Demolition and Debris Removal.

Collection Methods

Based on the types and distribution of debris, several collection methods are available during a debris-causing event:

- **Permanent Solid Waste Handling Facilities:** KC SWD will attempt to maximize the use of existing transfer facilities after an emergency through operational measures such as increased staffing or hours. If some transfer facilities are closed or damaged as a result of the event, customers will be rerouted to remaining stations, and commercial haulers may be routed directly to the Cedar Hills Regional Landfill.
- **Temporary Debris Sorting and Management Sites:** KC SWD and the cities may establish temporary Neighborhood Collection and Debris Management Sites where debris can be collected and sorted for recycling or proper disposal. Sites would be located as close as possible to the debris-causing event and would be included in the incident communication strategy.

It is not anticipated that curbside pickup of disaster debris will be used in unincorporated King County because this method is not suited for the rural conditions in most of unincorporated King County. Any curbside collection would be accomplished by Washington Utilities and Transportation Commission-certificated haulers.

6.5 Temporary Debris Management Sites

King County has identified two classes of temporary sites for use during disaster debris management operations:

- A Neighborhood Collection Site is a temporary solid waste handling site used to consolidate debris within a local jurisdiction or area for transfer to a Debris Management Site or a permanent solid waste handling facility.
- A Debris Management Site is a temporary solid waste handling site used to collect, sort, and reduce debris, including special waste, prior to final recycling or disposal.

Site Management

Debris Management Site preparation and operation may be managed by KC SWD or a contractor. To meet overall debris management strategy goals and to ensure that the site operates efficiently, a site manager, debris monitoring personnel, and safety personnel should be assigned for each site. Appendix N, Debris Resources, lists King County personnel identified for staffing of each of these positions, with responsibilities as follows:

- **Site Manager:** The site manager is responsible for supervising day-to-day operations, maintaining daily logs, preparing site progress reports, and enforcing safety and permitting requirements during site operations. The site manager is also responsible for scheduling environmental monitoring and updating the site layout. The site manager has oversight of the activities of the debris removal contractors and the onsite debris processing contractors to ensure they comply with the terms of their contracts.
- **Monitoring Staff:** Monitoring staff would quantify debris loads, issue load tickets, and check loads for waste acceptance. Additional specific duties would depend on how debris is collected.
- **Safety Personnel:** Safety personnel are responsible for traffic control and ensuring that site operations comply with local, state, and federal occupational safety regulations.

Establishment and Operations Planning

Whenever possible, Debris Management Sites will be identified and established prior to an incident to allow for appropriate planning and permitting to be completed. Appendix L, Debris Management Site Operating Plan, contains an operating plan template for potential Debris Management Sites and criteria for Neighborhood Collection Sites.

Permits

Section 3, Applicable Rules and Regulations, provides a discussion of the applicable permits necessary for establishing and operating Debris Management Sites. In general, Neighborhood Collection Sites will be developed and operated using the Washington State Department of Ecology's Intermediate Solid Waste Handling Facility Standards using WAC 173-350-310 as guidance. Debris Management Sites will be developed and operated in compliance with the King County Board of Health Code Title 10 and using the Washington State Department of Ecology's "Pile" Standards using WAC 173-350-320 as guidance and (if moderate risk waste is accepted) Moderate Risk Waste Handling under WAC 173-350-360. These WAC references can be found at http://apps.leg.wa.gov/WAC/default.aspx?cite=173-350.

Debris Management Site Locations

Debris Management Site(s) for use during disaster debris operations that meet the criteria discussed below are identified in Appendix J. Appendix T, Debris Management Site Documentation, includes documentation for the initial Debris Management Site identified for disaster debris originating in unincorporated King County.

Locating Additional Debris Management Sites

KC SWD is working to identify additional Debris Management Sites in the more developed areas of unincorporated King County that are most likely to generate disaster debris.

When identifying additional Debris Management Sites, KC SWD planning staff will initially consider sites that already have solid waste handling permits and, secondly, public lands. Existing disposal or recycling facilities close to lifelines and major access routes are ideal Debris Management Sites. King County-owned sites such as parks, vacant lots, or sports fields will be considered as well. State-to-state or county-to-county agreements may provide solutions for public land use; however, if these are not available, planning staff will develop criteria for identifying potential private property for the Debris Management Sites. Legal staff will review private land easements. Additional selection considerations for Debris Management Sites include the following:

- Proximity to the sources of disaster debris
- Site size large enough to accommodate a storage area, a sorting area, and volume reduction operation area
- Surface that is hard and preferably non-porous, such as a paved parking lot
- Proximity to main transportation routes with access that can accommodate heavy truck traffic
- Distance from environmentally sensitive areas, such as wetlands or well-fields
- Potential for reuse and recycling
- Sited outside of 25-year flood plain

Appendix L, Debris Management Site Operating Plan, and Appendix M, Neighborhood Collection Site Operating Plan, will be used to evaluate new disaster debris management sites.

Site Preparation

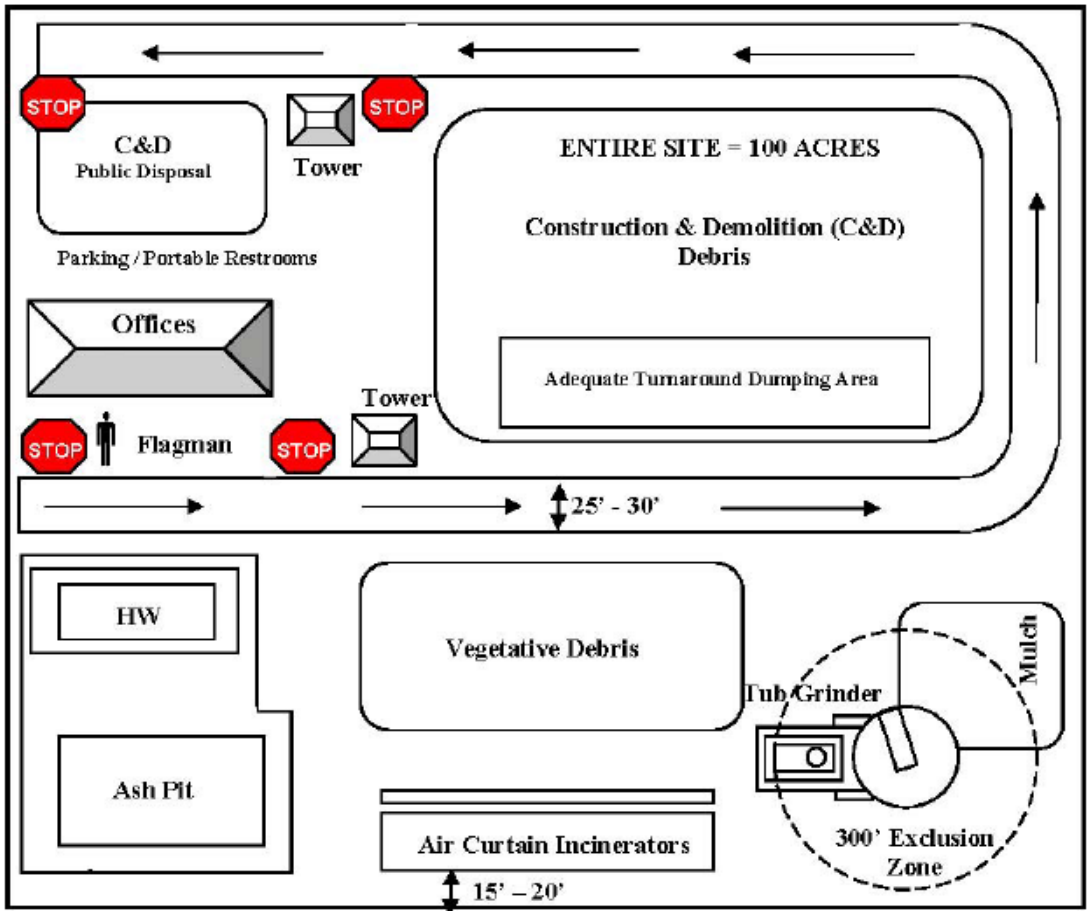
Site preparation may involve the development of a Memorandum of Understanding (MOU), a Memorandum of Agreement (MOA), or lease/use agreement, if required. The site will be prepared as directed by Public Health – Seattle & King County (the Health Department), as applicable under the King County Board of Health Code or Washington State Department of Ecology regulations. All requirements will be included in the scope of work if Debris Management Site preparation will be contracted. Site closure and restoration will be considered during preparation. Site preparation will identify responsibilities for gathering and documenting initial baseline data and developing an operational plan, including a closure plan. In extreme disaster situations, the appropriate regulating authority may grant exemptions to site preparation requirements.

Site Layout

Significant accumulation of debris should not be allowed to occur at Debris Management Sites because of environmental and safety concerns, such as the risk of fire. Permits for such sites would specify maximum capacity restrictions.

While FEMA recommends 100 acres as the minimum size for Debris Management Sites, in unincorporated King County this size requirement has been reduced due to the topography of this area and to the relatively few sites that are not already developed for other uses. Additional Debris Management Sites may need to be developed in neighboring jurisdictions if debris quantities are greater than the site storage and processing capacity.

The figure below shows an example of a Debris Management Site layout developed by FEMA. A site in King County would not include incinerators or an ash pit and would include space dedicated to recycling, but would follow the general principles of site control and materials separation.



Operational Boundaries

Operational boundaries are the boundaries or areas that clearly define the different use areas on the Debris Management Site. In establishing the operational boundaries, the Debris Management Site design staff will consider using earthen berms, temporary barriers, or other physical restrictions. This aids traffic circulation and keeps the backlog of debris to a minimum.

Common operational areas may include the following:

- Reduction, e.g., chipping or grinding
- Recycling
- Tipping areas (unloading)
- Loading areas for processed debris to go to its final disposition
- Drop-off centers for the public (this may include vegetative, recycling, or construction and demolition debris)
- Household hazardous waste storage
- Monitoring tower and/or scale locations at both the ingress and egress points
- Equipment, fuel, and water storage

Separation of the areas listed above will be clearly delineated and defined. As operations proceed, these areas may change with the various types of debris. The reduction, recycling, tipping, and loading areas need room for equipment operations. The site design will consider the possibility of multiple pieces of equipment engaging in the same activity at one time. Depending on the scale of operations, each debris stream may have its own tipping area and will be designed accordingly.

General public drop-off areas for recycling, reduction, and construction and demolition debris may be included within a Debris Management Site. These public use areas will be designed for passenger vehicle traffic and public safety and to account for the weights or volumes of all materials received to ensure the maintenance of accurate and complete records for all debris received at the site by source.

Household hazardous waste is not anticipated to be collected or sorted at Debris Management Sites in unincorporated King County because the public will be instructed to take their household hazardous waste to the established household hazardous waste system so that qualified personnel can process the waste appropriately.

Monitoring towers on large sites may be located at ingress and egress points. Monitoring towers would be constructed of durable structural materials designed to withstand active and static loads. King County notes that a ladder is not an acceptable monitoring tower.

Equipment and fuel will have a designated storage area with signs posted appropriately. The fuel storage areas need to be designed to contain spills. For dust and fire suppression, water will be readily available throughout the site at all times and must be identified appropriately.

Traffic Patterns

Traffic circulation will be well defined throughout the entire Debris Management Site. Signs, barricades, and flaggers may aid in directing traffic.

The designed traffic pattern may allow trucks to enter and exit through different access points, as long as each is monitored.

Environmental Monitoring Program

Data will be collected during site operations to support site closeout and quality assurance. The data will be compared to the previously established information in order to determine any remediation that may be necessary.

Debris Management Site operations may expand, contract, or shift on the site. The locations of fuel and equipment storage will be tracked to sample soil and water for contaminants. If the site is also an equipment staging area, Debris Management Site operators will monitor fueling and equipment repair to prevent and mitigate spills (e.g., petroleum products and hydraulic fluids). Site management plans (and/or contracts) will require immediate cleanup of any spills by the Debris Management Site operators.

Site Closure

After site operations are complete, the property must be restored to its pre-activity environmental condition. Site closure must comply with closure requirements of the King County Board of Health Code Title 10. The Health Department will review closed sites based on criteria in Title 10.

Restoration of a site involves removing all traces of the operations and possible remediation of any contamination that may have occurred during the operations. Debris, processing equipment, storage tanks, protection berms, and other structures constructed on the site will be removed from the site upon completion of all operations.

Site Evaluation and Restoration

Final restoration of the landscape must be acceptable to the Health Department and to the landowner, within reasonable expectations. Debris Management Site designers will plan the landscape restoration as early as possible, incorporating provisions within the MOU, MOA, or lease agreement.

The final environmental site evaluation is an extension of the environmental monitoring program. Testing, similar to that which is done for the baseline study, will be conducted to confirm that the site has been returned to its pre-activity state. Test samples will be taken at the same locations as those of the initial assessment and monitoring program. However, if warranted, additional test samples may be needed at other locations on, or adjacent to, the site.

Based on the results of the testing, additional remediation may be required before the owner takes final acceptance of the site. The MOU, MOA, or lease agreement would have provisions to release King County from future damages when the site is returned to its original condition, or when final acceptance is received from the Health Department and from the owner.

Neighborhood Collection Sites

In addition to Debris Management Sites, KC SWD may establish Neighborhood Collection Sites to support disaster debris operations. Guidelines for locating and establishing Neighborhood Collection Sites have been developed by the Seattle Urban Area Security Initiative and the three participating county public health departments, including Public Health – Seattle & King County. These guidelines are included in Appendix M, Neighborhood Collection Site Operating Plan.

6.6 Debris Reuse, Reduction, and Disposal Methods

Numerous methods are available that reduce the overall volume of disaster debris and limit the amount of debris remaining for landfill disposal.

Recycling and Reuse

Trained county or contactor staff will monitor disaster debris to identify items for diversion and recycling and to ensure that the disaster debris sent to the King County solid waste system complies with established King County waste acceptance requirements.

Trained county or contactor staff will collect data on the volumes of disaster debris diverted and disposed. This reporting and data collection will be designed under the direction of FEMA staff assigned to the specific disaster to ensure that this documentation complies with the current FEMA requirements and expectations.

The recycling and reuse of disaster debris may be limited to metals, soils, and construction and demolition debris. Appendix P, Existing Contracts and Pre-approved Contractors, contains a list of contractors who can provide these services during an event.

Volume Reduction Methods

The volume of disaster debris may be reduced using a number of methods, such as chipping or grinding wood for landscaping or hog fuel. Appendix P, Existing Contracts and Pre-approved Contractors, contains a list of contractors that can provide these services after a disaster. At this time, incineration is not a viable volume reduction strategy in King County.

Problem Waste Processing and Disposal

During debris processing, unacceptable or problem waste will be removed and stored in a secure location until it can be recycled or disposed of properly. Because of their prevalence during debris-causing events, several types of waste require particular attention:

- **Household Hazardous Waste (HHW):** King County will instruct the public to dispose of their HHW using the established HHW system.
- **White Goods:** White goods will be recycled. Refrigerators, freezers, air conditioners, and other appliances that contain refrigerants will be processed by a qualified recycler to remove the refrigerant before being recycled. Food waste must be removed before the appliance will be accepted for recycling.

- **Electronic Waste (E-waste):** E-waste will be separated from other waste and recycled by an E-waste processor.
- **Treated Wood:** Treated wood may be disposed at a construction and demolition debris receiving facility designated by King County. Treated wood may not be chipped, shredded, mulched, composted, or incinerated. The King County Board of Health Code Title 10 allows creosote-treated wood to be used to make wood-derived fuel.
- **Gypsum Drywall:** Gypsum drywall may be recycled, or disposed at a construction and demolition debris receiving facility designated by King County. Limited amounts of gypsum drywall may be accepted at the Cedar Hills Regional Landfill.
- **Asbestos:** Regulations for asbestos handling are well established by several different local, state, and federal agencies, including the Washington State Department of Ecology and the Puget Sound Clean Air Agency. Asbestos-containing materials may be disposed at the Cedar Hills Regional Landfill with the proper waste clearance.
- **Human Waste:** Human waste cannot be included in the debris stream. The Health Department and wastewater personnel will work to properly collect and dispose of this waste.

King County will attempt to separate hazardous substances from the waste stream as early in processing as possible to prevent contamination of larger amounts of waste. When King County's cleanup effort includes hazardous waste, King County will consult with the local hazardous waste staff, public health officials, the Washington State Department of Ecology, and the U.S. Environmental Protection Agency to ensure the protection of public health. A list of contractors who process and dispose of special waste is included in Appendix P, Existing Contracts and Pre-approved Contractors.

King County banned construction and demolition debris (C&D) at its facilities in 1993; C&D is directed to the private sector. The exception is small amounts of C&D delivered to county transfer stations by residential customers. King County has also adopted a policy, Appendix Y, entitled PUT 7-1-5 (PR) Waste Acceptance Rules for King County Solid Waste Division Solid Waste Handling Facilities (2005). This policy document describes in detail the acceptance rules for a wide array of materials other than municipal solid waste. Some wastes are accepted at the county transfer stations with conditions, some wastes require a waste clearance, and some materials are prohibited outright. In an emergency, the Director of the Department of Natural Resources and Parks or their designee may authorize the disposal of materials that otherwise would require condition or clearance under this rule, if this material poses a threat to public health or the environment if not disposed immediately.

Additional regulations are included in the King County Board of Health Code Title 10, Solid Waste. Title 10 governs aspects of solid waste handling, collection, transporting, processing, treatment, utilization, and final disposal for all solid waste generated within King County. It also includes issuance of permits and enforcement (Section 10.02.020). In addition, Title 10 adopts WAC 173-350 as performance standards for solid waste facilities.

The KC SWD requires training on the county's waste acceptance code and resulting requirements for separating hazardous waste, white goods, asbestos, and recyclable

materials from the waste stream before disposal at the county's transfer stations, landfill, or at Neighborhood Collection Sites.

Debris Sorting and Diversion

When establishing and operating Debris Management Sites and Neighborhood Collection Sites, the site manager is responsible for ensuring that appropriate staff are available to monitor debris and to ensure that debris is sorted into appropriate categories for recycling, reuse, special waste processing, and disposal.

6.7 Debris Management Operations Monitoring

Monitoring of debris management operations is conducted to document the debris collection and processing activities, as well as the location and amount of debris collected. Monitoring is needed to ensure that debris removal contractor(s) are performing the scope of work required by the contract, and to determine eligibility for FEMA reimbursement.

Debris monitoring can be accomplished by King County staff, or by a debris monitoring contractor hired by King County. Contact information for debris management contractors is included in Appendix P, Existing Contracts and Pre-approved Contractors.

Unless King County resources are overwhelmed by a disaster, King County plans to assign trained KC SWD staff to use the forms in Appendix H, Sample Forms for Debris Tracking, Management and Monitoring, to verify the amounts and types of materials diverted and disposed in accordance with FEMA reimbursement requirements.

The key elements that the assigned staff will observe and record when monitoring and documenting debris operations include:

- Type of debris collected
- Amount of debris collected
- Original collection location
- Amount (volume) processed and the final disposition location for each type of debris (reuse, recycle, special waste, etc.)

Documentation and Reporting Requirements

During the operation of Debris Management Sites, any operations that may have a bearing on site closeout will be documented, such as spills at fueling sites; hydraulic fluid spills during equipment breakdowns; discovery of household hazardous waste; and storage and disposal of commercial, agricultural, or industrial hazardous and toxic wastes. This information will be used during site closeout operations.

6.8 Debris Management Contractor Monitoring

If King County contracts for debris operations, it will establish a contract monitoring plan. The purpose of this plan is to protect the county's financial interest. Monitoring debris removal operations achieves two objectives:

- Verify that the work completed by the contractor is in the contract scope of work
- Document justification, as required, for FEMA reimbursement

Contractor monitoring can be accomplished by King County staff, or by a separate contract company. Failure to document eligible work and costs may jeopardize FEMA reimbursement. In federally declared disasters, FEMA periodically validates a region's monitoring efforts to ensure that eligible debris is being removed and processed efficiently.

Considerations for Unit Price Contracts

A unit price contract requires that all trucks be accurately weighed, or measured and numbered, and that all truckloads be documented. Full-time trained contract monitors are usually necessary for this type of contract to keep an accurate account of the actual quantities of debris transported (in either cubic yards or tons). Monitors must be available at debris pickup locations to ensure the debris being picked up is eligible. In addition, this type of contract requires the contractor to provide or construct an observation stand at all reduction and disposal sites so the contract monitor can certify the load. If scales are used, monitors must also ensure that proper weights are registered before and after trucks have been emptied. The following conditions for unit price payments also apply:

- If unit price payments are based on weight, a truck scale must be available at the disposal site for weighing trucks. The weight of an empty truck must also be confirmed.
- If unit price payments are based on volume, monitors must verify truck capacities and inspect trucks for proper loading and compaction.

Load Tickets

The term "load ticket" refers to the primary debris-tracking document. A load ticket system tracks the debris from the original collection point to the Debris Management Site or landfill. By positioning debris monitors at each point of the operations (collection, Debris Management Site, and/or final disposition), the eligible scope of work can be properly documented. This process enables the county to document and track debris from the initial collection location, to the Debris Management Site, and to final disposal locations. If the county uses a contract hauler, this ticket often verifies hauling activities and can be used for billing purposes. Load tickets should be multi-copy and sequentially numbered. All copies of load tickets presented for payment must match in order for payments to be made. A sample load ticket is included in Appendix H, Sample Forms for Debris Tracking, Management and Monitoring.

Truck Certification and Periodic Recertification

Prior to beginning contract work, each truck must be certified. Certification includes a record of the following:

- Volume of the truck bed in cubic yards or empty truck weight
- Truck license number
- Any identification number assigned by the owner
- A short description of the truck

Monitors may need to be trained in order to measure truck capacities for certification purposes. Recertification of the hauling trucks on a random and periodic basis should be implemented for contract compliance and reimbursement considerations. A listing of certified trucks should be maintained by debris monitors to ensure that truck identifications have not been altered. A sample truck certification form is included in Appendix H, Sample Forms for Debris Tracking, Management and Monitoring.

Awareness of Improper Unit Price Contractor Strategies

Monitors must be aware of the following techniques, which have been used by contractors to take advantage of unit price contracts during the debris cleanup process:

- Reporting improper truck volumes
- Adding improper debris to a load to increase weight (i.e., steel, boulders, excess soil, or concrete)
- Soaking debris with water
- Tipping half of the load
- Switching a truck number
- Using trucks with large fuel tanks that are almost empty on initial weigh-in and full when delivering debris
- Adding steel plates or other weights to the bottom of the truck bed

Only FEMA has the authority to make debris eligibility determinations, not the contractor.

Considerations for Time and Materials Contracts

For time and materials contracts, King County must document the length of time that equipment and personnel are used, and must ensure that equipment and personnel are being used efficiently. FEMA does not reimburse for "down time" of equipment or personnel. A sample Time and Materials Contract is included in Appendix C, Example of a Time and Materials Contract for Debris Removal.

Considerations for Debris Monitoring Contracts

Debris monitoring contractors can be used to monitor and document debris operations, to manage other debris management contractors, or to operate King County's complete debris management operation.

When developing scopes of work for debris management contractors, or when evaluating their performance, the following should be considered and evaluated:

- Documentation of the type of debris collected
- Documentation of the amount of debris collected
- Documentation of the original collection location
- Measurement and certification of truck capacities (recertify on a regular basis)
- Completion and physical control of load tickets (in monitoring towers and the field)
- Validation of hazardous trees, including hangers, leaners, and stumps (use appropriate documentation forms)
- Confirmation that trucks are accurately credited for their load
- Confirmation that trucks are not artificially loaded to maximize reimbursement (e.g., debris is wetted or debris is fluffed instead of compacted)
- Confirmation that hazardous waste is not mixed in with loads
- Confirmation that all debris is removed from trucks at the Debris Management Site
- Notification to project manager if improper equipment is mobilized and used
- Notification to project manager if contractor personnel safety standards are not followed
- Notification to project manager if general public safety standards are not followed
- Notification to project manager if completion schedules are not on target
- Confirmation that only debris specified in the scope of work is collected and identification of work as potentially eligible or ineligible
- Monitoring of site development and restoration of the Debris Management Site
- Confirmation that daily loads meet permit requirements
- Confirmation that work stops immediately in an area where human remains or potential archeological deposits are discovered
- Notification to project manager if debris removal work does not comply with all local ordinances, as well as state and federal regulations
- Completion of a pre- and post-event environmental assessment of each Debris Management Site